

## **Article 2. Off-Street Parking and Loading**

### **6.200 General Requirements**

#### **A. General Requirements**

The regulations in this Article shall apply to required parking spaces and non-required parking spaces with the exception of public parks. (Ord. 18208B Eff. 8/21/08) Nothing in this Article shall require additional parking spaces to be furnished for an existing building that is repaired, altered, maintained, or modernized, where no structural alterations are made and the size of the building is not increased.

#### **COMMENTARY:**

For parking requirements in the "AG", "CF", "MH", "A", "AR", "B", "R1", "R2" and "ER" Districts, see the "Other Development Standards" section for the district.

#### **B. Enlargement or Change in Use**

1. For existing buildings that are enlarged, additional parking spaces shall be required for the enlarged portion only.
2. Parking spaces furnished for a building constructed prior to March 1, 1953, that are in excess of the requirements for the building under the provisions of Ordinance 3041, may be counted toward the additional spaces required for a change in use, expansion of an existing use or a new building on the premises.
3. When the occupancy of any building is changed to another use, parking shall be provided to meet the requirements of this Article for the new use.
4. Nothing in this Article shall require the furnishing of additional parking spaces for existing buildings which are not enlarged or changed to a new use.

#### **C. Plan Required**

Where off-street parking is required, except for one-, two-, three-, or four-family dwellings, a plan approved by the City Traffic Engineer, showing the location and arrangement of spaces, shall be furnished to the Planning and Development Department, accompanied by sufficient proof of ownership, lease or other arrangement as will show that the spaces contemplated will be permanent. Any future changes in parking arrangements must be approved by the Planning and Development Department.

#### **D. District "H" Exempt from Parking Requirements**

No off-street parking shall be required for development in the "H" District.

### **6.201 Off-Street Parking Requirements**

#### **A. Calculation of Parking**

1. Where permanent seating is not provided in any public assembly area, the occupant load shall be computed in accordance with the appropriate section of the Building Code in effect at time of occupancy, except as otherwise specifically provided in this Ordinance.
2. All parking requirements applying to a stated unit of measurement shall be understood to include a parking space for each unit or fraction thereof.

#### **B. Required Off-Street Parking**

1. Minimum Parking Requirements: The following table establishes the minimum parking requirements for uses located in residential zoned property or within two hundred fifty feet (250') of One or Two-Family zoned property. For all other uses, no minimum parking spaces shall be required.
2. Maximum Parking Requirements: The maximum number of parking spaces shall not exceed 125% of the minimum parking requirement for all uses listed in the table set out below. Parking in excess of the maximum shall be allowed by meeting the requirement of one tree above the minimum required under Chapter 6, Article 3, for every additional ten (10) parking spaces beginning with the first additional parking space and for each ten (10) spaces thereafter.

Use	Requirement
<b>RESIDENTIAL</b>	
Residential unit: one-family up to four family	1 to 4 spaces per dwelling unit (see individual districts for details)
Multifamily residential (Unified Residential Development)	1 space per bedroom plus 1 space per 250 square feet of common areas, offices and recreation (less laundry rooms and storage). Two spaces may be tandem if assigned to the same unit and restricted from use for storage.
<b>PUBLIC AND CIVIC</b>	
College or University	1 space per 2 teachers and administrative staff  plus 1 space per 4 additional employees  plus 1 space per 3 students residing on campus  plus 1 space per 5 students not residing on campus
Day care, kindergarten	1 space per faculty plus 1 space per 10 children (as licensed by the state) in back of front yard building line
Fraternity, sorority	1 space per 2 residents
Hospital	1 space per bed for patients/visitors/doctors  plus 1 space per 4 nurses/other employees
Medical clinic, health services facility, assisted living facility	1 space per doctor  plus 1 space per 4 employees  plus 4 spaces per 1,000 square feet of gross floor area
Nursing home or medical care facility	1 space per 4 beds for visitors/doctors  plus 1 space per 4 nurses/other employees
Place of worship	1 space per 4 seats in sanctuary or worship area in residential districts  1 space per 5 seats in sanctuary or worship area in non-residential and mixed-use districts
School, elementary and junior high (public or private)	1 space per 12 students plus one space for each employee
School, high school (public or private)	1 space per 2 students  plus 1 space per 5 stadium seats (may be double counted)
<b>COMMERCIAL</b>	
Banks	4 spaces per 1,000 square feet
Bed and breakfast home	2 spaces per owner/operator  1 space per bedroom for guests
Bed and breakfast inn	2 spaces per owner/operator

	plus 1 space per bedroom for guests  plus 1 space per 2 employees  plus 1 space to service additional traffic
Boarding or lodging house	1 space for proprietor  plus 1 space per 2 boarding/lodging sleeping rooms  plus 1 space per each 4 employees
Bowling alley	4 spaces per lane/alley  plus 1 space per 4 seats of restaurant or café  plus 1 space per 4 employees
Commercial business, retail sales and service (except large retail see 5.134.A.10)	4 spaces per 1,000 square feet (25% reduction for conversion from a more restricted use)
Construction sales office	2 spaces per unit behind front property line
Hotel	1 space per bedroom unit  plus 1 space per 4 patron seats in rooms open to public  plus 5 spaces per 1,000 square feet of display/ballroom area
Model home	2 spaces per unit behind front property line
Office, professional building	2.5 spaces per 1,000 square feet of gross floor area
Outdoor amusement (for more than 3 days)	1 space per 5 participants/spectators based on maximum capacity
Private club, cocktail lounge	1 space per guest room or suite  plus 1 space per 4 seats  plus 5 spaces per 1,000 square feet of ballroom available to nonresidents  plus 1 space per 4 employees
Restaurant, cafeteria	1 space per 100 square feet (25% reduction for conversion from a more restricted use)
Retail store, large	Refer to <i>'Supplemental Use Standards, Chapter 5.134 Store, Large Retail' A.10</i>
Theater, auditorium, place of public assembly	1 space per 4 seats in main auditorium  plus 5 spaces per 1,000 square feet of ballroom/similar area  plus 1 space per 4 employees
Walkup business	4 spaces per 1,000 square feet
<b>INDUSTRIAL</b>	
Industrial building	2 spaces per 1,000 square feet gross floor area

	or 1 space per 3 employees, whichever is greater
Warehouse building	1 space per 4 employees
	4 spaces minimum

## 6.202 Parking Lot Design Standards

### A. Space Size

The following minimum standards shall apply to the width and length of parking spaces.

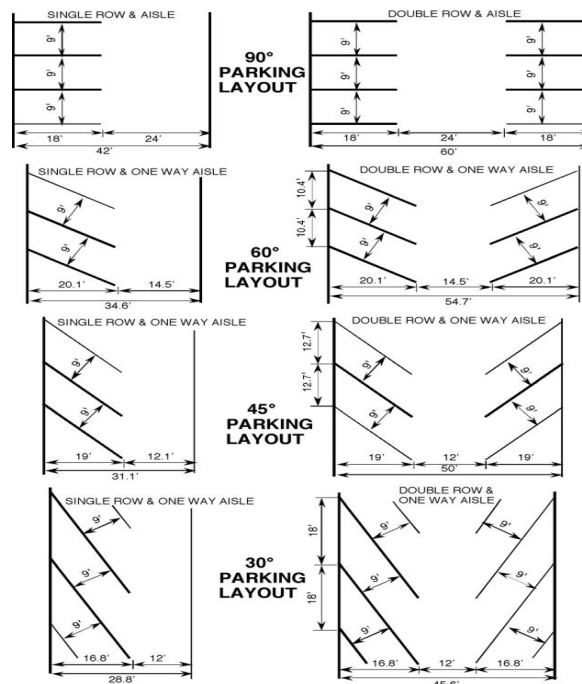
Type	Width	Length
Standard parking space	9 feet	18 feet *
Parallel parking space	8 feet	22 feet *

\* Parking spaces adjacent to landscape areas may project into the landscape area and be reduced to 16 feet in length when separated from the landscape area by curbing or approved wheel stops.

### B. Angle Parking Size

The standards for the minimum width of parking spaces plus the aisle are shown in the following table. These standards apply to a single row of head-in parking or two rows of head-in parking sharing an aisle. See the illustrations on the following page.

Angle	Width: 1 Row Sharing Aisle	Width: 2 Rows Sharing Aisle
90 degree angle parking	42.0 feet	60.0 feet
60 degree angle parking	34.6 feet	54.7 feet
45 degree angle parking	31.1 feet	50.0 feet
30 degree angle parking	28.8 feet	45.6 feet



**C. Driveways**

1. When driveways are less than 20 feet in width, marked separate entrances and exits shall be provided so that traffic shall flow in one direction only.
2. Entrances and exits to an alley may be provided if prior approval is obtained in writing from the Transportation and Public Works Department.
3. The location of ingress and egress driveways shall be subject to approval of the City Traffic Engineer under curb cut or laid down curb permit procedures.
4. Except for Unified Residential development in accordance with Section 6.506, driveways designated as fire lanes shall meet the standards of the Fire Code.

**D. Maneuvering Space**

1. Maneuvering space shall be located completely off the right-of-way of a public street, place or court, except for on-street parking approved by the Traffic Engineer.
2. Parking areas that would require the use of public right-of-way for maneuvering shall not be acceptable as required off-street parking spaces other than for one- and two-family dwellings, except for on-street parking approved by the Traffic Engineer.
3. Parking parallel to the curb on a public street shall not be substituted for off-street parking requirements, except as provided for in an MU-1 or MU-2 Mixed-Use District.

**E. Parking Surface**

1. All provided parking spaces must be hard-surfaced and dust free, except in instances where the adjacent street is unpaved, in which case the drives and parking spaces shall be hard-surfaced within one year after all adjacent streets are paved. Fire lanes and ADA spaces may not be constructed with porous surfaces.
2. All driveways must be hard-surfaced and dust free. Driveways for one and two family uses may, at a minimum, consist of compacted gravel base. Any base product must be contained within a border and maintained, including circular and ribbon drives.
3. No parking for one and two family uses shall be permitted within the front yard, as measured between the front property line and the closest location on the structure, other than as provided on the driveway. Driveway coverage, including ribbon drives, shall not exceed 50% of the front yard, and any additional parking on the property shall be provided on the driveway. Circular drives shall not exceed 65% maximum coverage. Parking pads are permitted if they are attached to the primary driveway and constructed of the same material, and shall be included in the calculation of driveway coverage.
4. Hard surface parking is not required for:
  - A. non-passenger vehicles and tractor trailers for industrial uses, and
  - B. motor vehicle inventory for sale.

All parking must be, at a minimum, on a compacted gravel base. (Ord. No. 18208A/B, Eff. 08/02/08, 08/21/08)

**F. Off-Site Auxiliary Parking**

If sufficient parking is not available on the premises, a private parking lot may be provided within 500 feet, either on property zoned for that purpose or on approval as a special exception by the Board of Adjustment subject to the following conditions:

1. The parking must be subject to the front yard setback requirements of the district in which it is located.
2. The parking area must be hard surfaced and dust free (except as provided in 6.202E. above).  
**COMMENTARY:** For additional restrictions on auxiliary parking in the "ER" District, see Section 4.900D.
3. A minimum 6-foot screen fence and bufferyard must be provided on all sides adjacent to a residential district in accordance with Section 6.300.
4. Area lights must be directed away from adjacent properties.

5. The lot, if adjacent to a residential district, must be chained and locked at night.

#### G. Accessible Parking

1. Number of Spaces Required. When parking lots or garage facilities are provided, either in accordance with parking requirements or voluntarily, accessible parking spaces shall be provided according to the table below, except for the following uses:
  - For general and long term hospitals, nursing and care homes, and philanthropic medical care uses, any of which specializes in the treatment of persons with mobility impairments, 20 percent of the parking spaces provided shall be accessible.
  - For offices, professional and commercial uses, eleemosynary institutions, and doctors' clinics, any of which provides outpatient medical care, ten percent of the parking spaces provided shall be accessible.
  - For multifamily dwellings and apartment hotels containing accessible or adaptable dwelling units as specified by the Building Code, two percent of the parking spaces shall be accessible. Where parking for such uses is provided within or beneath a building, accessible parking spaces shall also be provided within or beneath the building.

Total Parking Spaces in Lot or Garage	Minimum Required Accessible Spaces*
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8*
401-500	9*
501-1,000	2% of total spaces*
Over 1,000	20 spaces plus 1 space for every 100 spaces, or fraction thereof, over 1,000*

\*One van accessible parking space shall be provided for every 8 accessible parking spaces or fraction thereof.

2. Variances. The Board of Adjustment's authority is limited to considering variances from the number of accessible parking spaces and van accessible parking spaces required. Accessible parking spaces, van accessible parking spaces, and passenger loading zones shall be located and installed as specified in the Building Code. Variances, as to these items, must be addressed through the process described in the Building Code.
3. Restriping Parking Areas. When parking areas are restriped, the provisions of this Paragraph shall apply. When restriping is done voluntarily to existing parking for the purpose of installing accessible spaces, City staff may allow a reduction in the number of parking spaces required by this Section in accordance with the table below when necessary to provide the accessible spaces. Plans for the restriping must be submitted to the Planning and Development Department for review and approval before work begins.

Total Required Parking Spaces	Allowed Reduction Not to Exceed
1 – 50	1 space
51+	2% of total spaces

### **6.203 Off-Street Loading Facilities**

#### **A. Applicability**

All buildings (except one-family, two-family, three-family or four-family dwellings) hereafter erected, reconstructed or enlarged so as to require additional parking spaces, except in District "H", shall have adequate permanent off-street facilities providing for the loading and unloading of merchandise and goods within or adjacent to the building, in such a manner as not to obstruct the freedom of traffic movement on the public rights-of-way.

#### **B. Loading Facility Design Standards**

1. The minimum distance from the loading dock to the right-of-way line shall be 60 feet. Such space shall be submitted on a plan and approved by the Director of Traffic Engineering and the Planning and Development Department.
2. The minimum distance above may be reduced by the approval of the Director of Traffic Engineering and the Planning and Development Department under unusual circumstances.
3. Loading space shall be in addition to all required vehicular parking.
4. All loading facilities shall be screened in accordance with Section 6.301D.

### **6.204 Bicycle Parking**

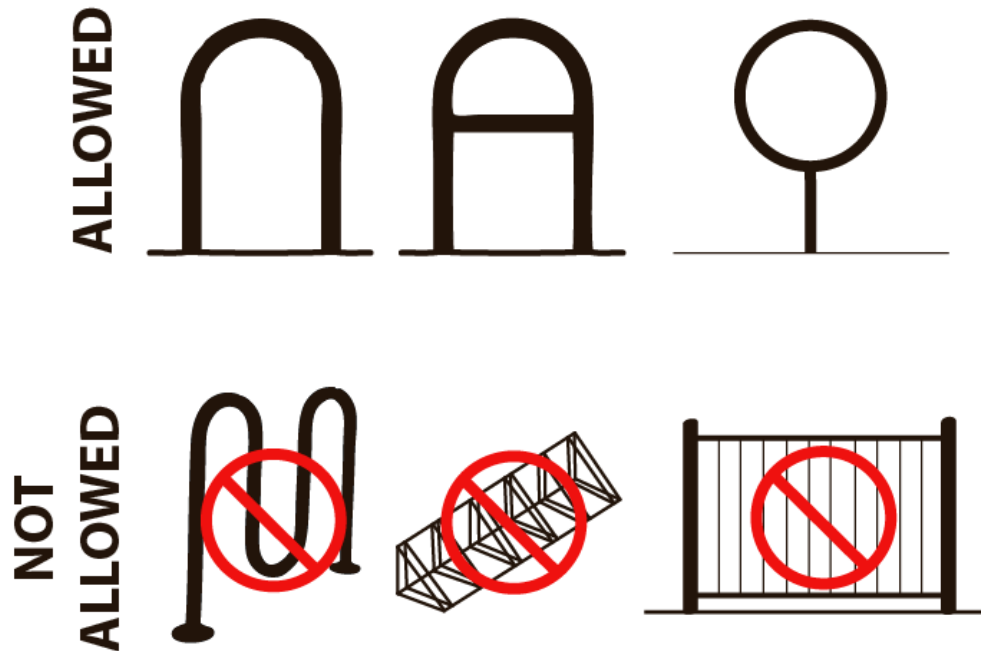
#### **A. Locations.**

1. Bicycle parking shall be located as close as or closer than the nearest car parking space to the building entrance, other than those spaces for persons with disabilities.
2. Bicycle parking facilities shall not interfere with accessible paths of travel or accessible parking as required by the Americans with Disabilities Act of 1990, as amended.
3. A minimum of four (4) feet from the required rack dimension shall be provided for pedestrian clearance when a rack is placed within a sidewalk or pedestrian right-of-way.
4. Bicycle racks shall be located in highly visible and well-lit areas to minimize theft and vandalism.
5. When automobile parking spaces are provided in a structured parking garage, all required bicycle spaces shall be located inside the garage on the ground level. Alternative layout and design of racks to maximize space may be administratively approved by the Zoning Administrator.
6. Alternative Locations. In the event that compliance may not be feasible because of demonstrable hardship, the Zoning Administrator may approve an alternate location. The Zoning Administrator shall consider the following criteria:
  - a. Alternative locations shall be lit and secure.
  - b. All Bicycle Parking Spaces shall be located within a one hundred (100) foot diameter of the primary building entrance.
  - c. Bicycle Racks may be placed in the public right-of-way provided that the building owner obtains an encroachment permit for the installation of racks in the public right-of-way.

#### **B. Layout and Design**

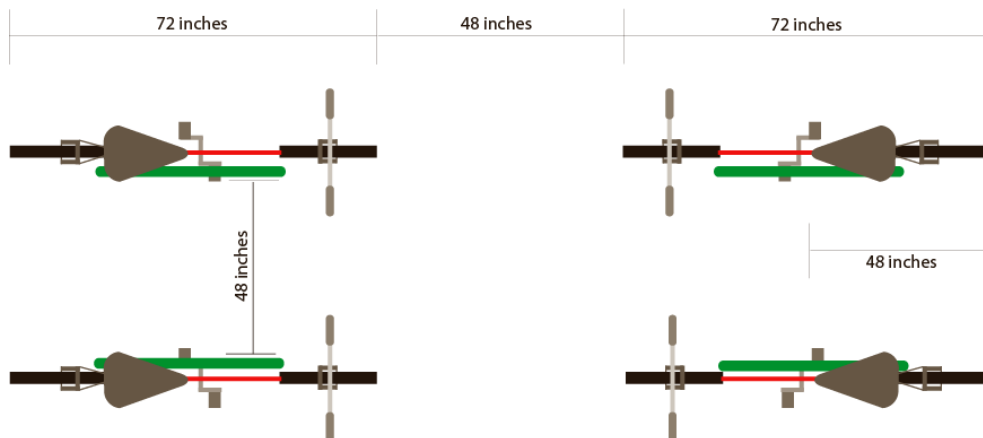
1. Bicycle Rack Design – Structures that require a user-supplied locking device.

- a. Each bike rack shall be designed to accommodate two bike parking spaces using the allowed bike rack designs below.
- b. Racks shall be designed to accommodate “U”-shaped locking devices and support the bicycle horizontally in two places.
- c. The racks shall be constructed of durable materials to withstand permanent exposure to the elements, such as powder-coated metal or stainless steel.
- d. All bicycle parking spaces must be hard surfaced and dust free and consist of at minimum a compact gravel base.



## 2. Bicycle Parking Space Size, Access Aisles, and Vertical Clearance.

- a. Racks shall provide clearance from other objects by using layout dimensions of at least four (4) feet wide by six (6) feet long as depicted below.





3. In cases where Bicycle Parking Spaces are not visible from the primary street, signage shall be used to direct cyclists safely to bicycle parking areas. (Manual for Uniform Traffic Devices sign D4-3)



D4-3

4. All Bicycle Racks and lockers shall be securely anchored to the ground using a concrete footing and tamper-proof spike anchors.

### C. Bicycle Parking Requirement.

The number of Bicycle Parking racks shall be based on the required automobile parking spaces and shall be provided in accordance with the following with fractional requirements for bike parking over .5 to be rounded up:

<b>Non-Residential</b>	<p>0-40 required auto spaces = 1 rack minimum  41-60 required auto spaces = 2 rack minimum  61-80 required auto spaces = 3 rack minimum  81-100 required auto spaces = 4 rack minimum</p> <p>101 + required auto spaces = 5 rack minimum  or 5%, which ever is greater</p>
<b>Multi-Family Residential (4+ dwelling units)</b>	<p>1 rack for every 35 required auto spaces</p>

1. For all uses except: Accessory Uses; Agricultural; Industrial Uses; Lodging; One to Four-family dwelling units; Temporary Uses; Utilities; Vehicle Sales and Service (from 4.803)
2. Bicycle parking for Health Care Facilities shall be calculated using required employee automobile parking.

3. Land uses not exempted from this requirement which have no minimum parking requirement shall provide bicycle racks based on actual automobile parking spaces provided
4. Bicycle parking shall not count toward the tree requirement for exceeding maximum allowable parking.
5. The number of required and provided automobile parking spaces and bicycle parking racks should be shown in a chart format on the building permit site plan. A reduction in the minimum required automobile parking is allowed equal to the percentage of bicycle parking spaces provided, with a five (5) percent maximum reduction.
6. In all cases where bicycle parking is required, no fewer than two (2) spaces (one rack) shall be required.
7. After the first six (6) bicycle racks are provided for non-residential units, additional bicycle parking spaces required are one-half (0.5) space per unit of measurement listed.
8. When the intensity of use of any building, structure or premises shall be increased through addition of dwelling units, gross floor area, seating capacity or other units of measurement specified herein that requires additional automobile parking spaces, bicycle parking as required herein shall be provided for such increase in intensity of use.
9. Bicycle parking is not required in Central Business ("H") District if the property line falls within five hundred (500) feet of an existing bicycle rack.
10. Due to developable space constraints within mixed-use zoning districts including Urban Residential and Urban Design Districts, deviation of up to 20% of the required bicycle parking spaces is allowed with administrative approval. (Ord. No. 19428, Eff. 11/16/10)